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ANOTHER RAILWAY HORROR

AN EXPRESS TRAIN WRECKED AND BURNED THE NUMBER OF VICTIMS UNKNOWN.

BRIDGE WASHED AWAY AT RICHMOND SWITCH. R. L - THE STONINGTON STEAMBOAT TRAIN PLUNGES INTO THE CHASM - THE WRECKED CARS BURNED-SEVEN DRAD BODIES RECOVERED ABOUT TWENTY-FIVE PASSENGERS WOUNDED AND MANY MISSING.

LEY TELEGRAPH TO THE TRIBUNE.

Boston, April 28.-The steamboat express train which connected with the steamer Stonington from New-York on Friday night met with a terrible disaster, early Saturday morning, near Richmond Switch, 14 miles from Stonington, on the Stonington and Providence Railroad. Near Richmond Switch there is a bridge across a stream called Meadow Brook. Just above the bridge there is a dam for use in running a saw-mill near by. On account of the recent heavy rains the water has been very high, and some time Friday night, between 12 and 3 s'clock, the dam gave way under the pressure upon t, letting the water through in a solid volume, and sarrying away both abutments of the railroad bridge, but leaving the superstructure. At midnight the mail train south passed over this bridge in

The steambeat train, which consisted of an engine, three baggage flats, one second-class car, three firstclass passenger coaches, and a smoking car, left the steamboat wharf at Stonington at 3:15 a.m., the mail train from New-York being only 10 minutes behind. On the train sped at the rate of 40 miles an hour, rapidly approaching the undermined and tottering bridge. The structure was about 15 feet span, but the speed of the train was so great that the engine jumped completely across the stream and struck the opposite bank. The freight flats followed, and then the second-class car, both falling down into the bed of the creek. The first first-class car telescoped into the second-class car, both plunging together to the opposite side of the chasm. The other three cars followed, but were not wrecked.

As soon as the train left the rails, the falling lamps and the overturned stoves set fire to the cars. The passengers who were drowned had at least the good fortune to escape a more horrible death from fire among the wrecked cars, which were soon in flames. Shrieks for assistance arose from the sufferers in the burning ruins, but fathers, mothers, brothers and sisters cried in vain for rescue from the flaming cars, though manful efforts were made in their behalf. Some, however, were pulled cut through car windows, and some out of the water below, while others were crushed to death beneath the ruins.

Conductor Gardiner was in the rear car when the grash occurred, and was jammed between the seats, but by great exertion extricated himself, leaped from the car with a danger signal, and ran back to warn the mail train, only 10 minutes behind. When he returned be found the forward cars wrecked and

It is impossible to obtain any authentic list of the killed, as many bodies are burned beyond recognition, and fears are entertained that all the dead have not been found. Seven bodies have been resovered, five only being recognizable. They are those of William D. Guild of Providence, engineer George Eldred, fireman; Albert F. Allen of Providence, Jerry Creamer of Boston, and John Callahan of New-York. Mr. Allen was burned to death; having his foot caught in the car he could not free bimself, and died in torture. Almost all of the 25 second-class passengers were killed in the secondseen roasting alive in the burning ruins. The following are the names of the wounded :

Thomas Nolan, brakeman, thigh fractured.

E. Mangin, Beston, three ribs broken.

Joseph Phillips, John Carter, John Hollingsworth of coston all pagity manifest.

Joseph Fullips, Joan Carter, Joan Hollingsworth of Boston, all badly pruised.

Miss Lizzie Evans, New York, right ankle fractured.

J. D. Eldrings, New-York; William Pruisy, Beston, and Dennis Hotton, New-York, are badly bruised.

Dennis Heffeman, Ireland, collar bone broken.

James Donovan, sightly burned.

Patrick Wheran and Henry Steine, New-York, badly traised.

Bruised.

Many and Nora Bohan, injured badly. The former has a leg iractured and internal injuries; the latter has her skull fractured, and both probably will die.

Patrick Burns, New-York; Frank Johnson, New-Bed-bord; Joseph Olimstead, Providence; James Freeman, New-York, and E. D. Croffin, Now-York, are all badly precised. H. Vernon, New-York, injuries to head and mes Todd, same injuries; Thomas Butke, head

Some 25 others are slightly injured and bruised. Most of the wounded will recover. As soon as possible medical attendance was obtained, and nothing left undone to alleviate the terrible suffer-

ings of the wounded, while the dead were properly From the most authentic reports there must have been over 30 persons killed and burned to death, while some of the passengers who arrived here say Thirty will probably cover the list of the killed

in this terrible railway disaster, the account of which has horrified this community since Saturday LATER.-The latest dispatch from the scene of the disaster came last night. No dispatches have been received to-day up to this hour owing to the insufficiency of telegraph facilities, there only being one wire to Richmond Switch. It is generally believed that other bodies are still in the water, and efforts

are being made to discover them. A temporary dam will be constructed in order to allow the water below to run off, when it will be easier to search for more bodies. It is said that several persons are will unaccounted for. A temporary bridge has been erected over the stream, and trains will be running The persons who have been brought to Boston, and

who are under treatment for their injuries in the City Hospital, are doing as well as can be expected, but Honora Bohan will probably die from her injuries. It has been more than ten years since any accident occurred on the road, and the manner in which this happened seems to leave no censure upon

THE STORY OF THE DISASTER. BOW THE ACCIDENT OCCURRED-STATEMENT OF THE

CONDUCTOR-A PASSENGER'S EXPERIENCE.

RICHMOND SWITCH, R. I., April 19 .- A bridge swept away in the middle of the night by an unexpected flood, a train plunging at full speed into the watery gulf, six cars crushed and burned, seven charred and mangled corpses, thirty or more bruised and wounded survivors, and many still missing passengers-such in brief is the story of a railway hortor which, early to-day, added to the ghastly list headed by Angola and Carr's Rock, the name of Richmond Switch, a small and hitherto unknown station on the Boston and Providence Railway, 30 miles from Providence. About 450 feet from the station-

house here, the Pawcatuck River is crossed by a wooden bridge of 20 feet span. Just above this bridge a dam throws the water back into a pond, which has been very high for some time. Very early to-day this dam gave way, letting the water out with a rush, carrying away the abutments on both sides of the bridge, and leaving not a vestige of the structure standing. About 3 a. m. the steamboat train from Stonington, consisting of an engine, three flat freight cars, one second-class and three first-class passenger cars, and the smoking car, approached this chasm at the rate of about 40

miles an hour, on a down grade. On this train were 48 first-class passengers bound for Boston, 16 bound for Providence, 25 second-class passengers for Boston, and two for Providence, making a total fof 91 passengers. There were also on board nine train men and six railroad men, making,

As the train approached its fate the fireman and sogine-driver became aware of the watery gulf beore them, but saw the danger too late to prevent he disaster, or even save their own lives by leaping

from the engine. So strong was the momentum that the locomotive reached the opposite shore at a bound, a distance of fully 30 feet, and fastened itself there in the earth.

The three freight flats followed, and then the second-class car, all of them going down into the river bed. The first-class car telescoped into the rear of the second-class car, and rested on the embankment on the opposite side of the chasm. The other passenger-cars and smoking-car followed in quick succession, striking the end of the first car.

The forward cars at once took fire from the en gine, and the flames spread with fearful rapidity The water was not of sufficient depth to cover the tops of the freight crates on the flats, which were burned, and the fire ran into and through the passenger cars before all the passengers could get out.

The engineer, William Guild, was jammed be tween the driving-wheel and the engine, there be ing just enough of his body left to identify him. The fireman, George Eldridge, was crushed to a jelly. Some of the passengers escaped through ear windows, others were pulled out of the water below, while many more were writhing beneath the ruins. One man, with his body partly out of a window, could extricate himself no further, and called wildly, "Oh, save me! I am burned to death." His screams and means were not heeded, and death put an end to his sufferings.

The Shore Line mail train, which was closely following, fortunately saw the wrecked train's signal, and avoided a repetition of the horror. It was backed to Westerly for supplies and medical assistance, which arrived soon after. Facilities for the care of the wounded were meager, there being only a few houses in sight. Everything possible, however, was done for their comfort.

Immediately on the arrival of the relief party the most vigorous efforts were made to recover the bodies of the dead, and by 9 o'clock seven bodies were obtained, including the following:

Engineer William Guild of Providence.
Pireman George Edridge.
Albert F. Allen of Eddy-st. Providence.
Jerry Creamer of Boston.
John Calianan of New-York.

The bodies of the other victims were burned be yond recognition, and the firemen and engineer, were so charred that they were recognized only by the positions they occupied on the engine and portions of their dress. The following is a partial list of the

wounded: Thomas Noian of Boston, baggage-master, thigh frac-

d. Murrigan of Boston, three ribs broken, seeph Phillips, saller, of Boston, braised, hin Carter of Boston, badly praised, bin Hollingsworth of Boston, braised.

John Hollingsworth of Boston, braised.
Miss Lizzie Evans of New-York, right ankle fractured.
J. J. D. Eddradge of New-York, braised.
William Finies of Boston, badly braised.
Dennis Roben of New-York, injury of the wrist.
Dennis Heffernen of Ireland, collar-bone braken.
James Donovan of Ireland, slight contusions and some

orns.

Patrick Williams of New-York, slight bruises.

Henry Steine of New-York, injured in the back.

Mary Bohan of Ireland, leg fractured and injured in-North Bohan, daughter of the above, skull fractured,

atrick Burns, leg fractured. nk Johnson, face bruised, eph Olmstead of Providence, rib fractured, nes Freeman of New-York, alight flesh wound,

The following is Conductor Orrin Gardiner's

account of the disaster: We left Stonington Junction at 3\(\frac{1}{2}\), the mail to follow in about ten minutes. I went through the train and picked up the thekets, then went back to the smoking-car to get torpedoes for signal for mail train. Just then the awful torpedoes for signal for mail train. Just then the awful crash came. I lumped from the train, seized a signal inners, and ran back to stop the mail train; hurried back to find the train all on fire and rapidly being consumed, and people rushing out. I got an ax to cut away the side of one of the cars where a man was lying inside crushed hadly, but was driven away by the flames, and the poor fellow was burned to death. On crossing away, bringing with it a carriage bridge which had been swept down with the current. Carrying off the tracks and washing away the shutments, leaving a gap about 40 feet wide, which awful chasm the engine beaped, striking the opposite side, where a rail pierced the noiler its entire length. The tender was thrown an top of the engine, and both engueseer and freman were instantly killed, and their lemeth. The tender was thrown on top of the engine, and both engineer and freman were instantly killed, and their bodies were burned. Our train consisted of three long flats of crates, one second-class passenger car, three first-class passenger car, and smoking car in the rear. Five went entirely into the gap and one partially. The two rear cars remained on the track, and were uninjured. The surviving passengers remained every assistance in their power. Out of 105 passengers, I can account for but 42 people who have been rescued dead or alive from the wreck. A great proportion of the missing ones were probably washed out toward tolewater or lie drowned at the bottom of the creek. Some of them, perhaps, may have been cared for in the few dwellings which are scattered about this dismai locality, but that number must be easily counted.

Jonas Holstrom, who was a passenger in the fourth

car of the train, gives the following:

The train left Stenington at 3:03, about 25 minutes late. The rate of speed before reaching Richmond swatch was about 25 miles an hour, and the first intimation I had of the disaster was a sharp concussion, which burst open the car in which I was sented, and partially filled it with the wreck of the preceding car. I was on the left-hand side at the rear end of the car, and in front of me on the opposite side, near the stove, were two young men apparently from 20 to 25 years of age, and directly behind them was Renjamin R. Knapp, ir., of Boston. I immediately after the slock heard the young men and Mr. Knapp call for help to extricate them, as they were wounded and held fast by the splintered pertions of the preceding car. On reaching Mr. Knapp I found that one of his legs was injured, and I and several others set about to extricate him and the two young men. Suddenly a volume of flames shot into the car door, and instantly the mass of splinters was on fire, the flames rushing through the car as quickly as though the wood had been hay. We had barely time to relieve Mr. Knapp from his position when we were elieve Mr. Knapp from his position wh bliged to flee for life, and the two unfort-ien were left to meet a terrible fate, and a death in a very few minutes. With these

The bridge which was carried away was recently repaired, and it is claimed by the railroad authorities that they regarded it as strong and firm enough for the purposes it was intended to serve. The distance between the abutments was 20 feet, but the chasm, after the bridge was carried away, was 40

feet wide. It is said that the mail train and steamboat train were both ready to leave Stonington at the same hour this morning. Had the Shore Line mail train gone into this rushing flood the loss of life would have been much greater, as there were no baggage flats on that train to save the passenger cars, as in the case of the wrecked train.

Boston, April 20 .- About 300 men were employed, vesterday, in rebuilding the bridge and getting the wrecked engine and cars out of the chasm, and the work was continued to-day. In the mean time, trains are switched to a temporary side track, and proceed without detention.

Providence, April 20.—No more bodies have been

recovered. The disabled engine was raised and brought to this city, to-night, by the wrecking train. On one of the unclaimed bodies were found the remains of a silver watch and two tickets of St. Mary's Star of the Sea Society of Boston, made out in the name of M. Fleming. Two bodies are still unrecog-

THE NIGHT'S EXPERIENCE. STATEMENTS OF SOME OF THE SURVIVORS-CON-

STRUCTION OF THE BRIDGE, A reporter of THE TRIBUNE proceeded to the Stourgeton boat at Pier 33, N. R., early yesterday morning, to discover, if possible, the names of all the victims of the disaster. Mr. Foster, the clerk of the steamer Stoungton, informed him that although he had a complete list of the passengers who left New-York (187 in all), it was impossible to tell who were on the train. A large number left Stonington on the 4 a. m. and 7 a. m. trains. The number of passengers on Friday night was unusually large, as the Fall River boat was unable to eave the city until a late hour. Frederick Brown, the baggage-master, said: We left

tonington at 3:05. Upon arriving at Westerly, the only station between Stomington and the scene of the acci-dent, I accompanied the conductor from the first passenger car, in which I had been sitting, to the smokingper hour. I sat facing the engine, and the shock threw me from my scat at least three feet out into the center of any loot up \$85,500, and the insurance is about \$12,000.

car and ran in search of a red light, to the mail train, which was only ten minutes behind us The night was dark, and nothing but a mass of broken timber could be seen. Suddenly the cars which filled the chasm caught fire, and then in the light of the burning mass I saw dozens of forms struggling to clear them selves from the wreck, while shrick upon shrick filled the air. I saw two men crushed between two scats, and I succeeded in reaching them, but was driven away by

Thomas Nolan of Boston was sitting in the first pasenger car at the time of the disaster. He was the only person in the car, and was just falling into a doze when shock occurred. The car in which he was sitting was precipitated into the stream, and he was stunned and received a fracture of the thigh. Upon recovering consciousness he succeeded in erawling through the window; and was then helped out of the wreek.

Thomas Halleck, the conductor of a drawing-room car on the New-York and Boston Road, furnished the following information concerning the accident: The stream into which the train was hurled was very narrow, and the bridge accordingly short. A line 20 feet in length would probably span the chasm. At a short diswhich the water in the shallow stream is utilized, and furnishes motive power for quite an extensive mill in immediate vicinity. This dam is not more than 100 feet distant from the railroad bridge. During the morning of Saturday, probably between 2 and 3 o'clock, the stream, slightly swollen by recent rains, proved for strong for the dam, and it was carried away. It swept forcibly on through the 100 feet intervening between its former location and the bridge, and striking with all its the bridge, too, gone with the abutment, the accident might have been averted; but the bridge was there as sual, and there was nothing to indicate that its support had been swept away, and that only an iron rail bound it to the shore. The train, plunging along at the rate of nearly 40 miles an hour, dashed upon the bridge with no wacning of danger, and, at the first touch of the immense weight upon the timbers, the bridge went down with a crash. The speed at which the train was running was so great that the engine itself leaped the chasm and was found on the opposite bank. The tender was broken rom the engine and went down into the bed of the stream, followed by the foremest cars of the train. Of these the baggage cars generally occupy the first place. On the steamboat trains the baggage cars are generally the ordinary flat cars, upon which small four-wheeled carriages or crates, as they are called, are drawn directly from the steamer at Stenington. To the fact that these cars were in the front of the train doubtless many of the passengers owe their lives, as acce cars, going directly to the bottom, filled up the space which otherwise would have swallowed the passenger cars themselves. It is stated by one present at the disaster, that in 10 minutes from the time the bridge fell the entire train in the time the bridge fell the entire train in the river was wrapped in flames. As the bridge went down beneath the locemotive one of the rails projecting from the farther side over the stream, was thrust with terrible force directly into the boiler, driving the steam out and throwing open the nice-door. To drive a train 60 miles an hour an immense quantity of steam is required, and the whole volume of thame from the fire-box was probably thrown instantaneously upon the men who stood at their posts. The passengers who went down were in some cases burned, while some were doubtless mangled and killed by the shock.

The following telegrams are from the con-

ductor of the wrecked train and the Vice-President of the Stonington Line:

A. A. Folson, Superintendent of the Boston and Providence Resirvad: Ben. Smith, the theket agent, is all other car. About 15 or 29 persons were burned to death. Quite a number are wounded.

Stonington, Conn., April 12.—I have just returned from the scene of the disaster. So far only five passen gers and two employes have beenfound killed. The cause of the accident is very plain. The dam, 150 yards above the bridge, gave way, and precipitated a pile of lumber against the abutments of the bridge, which formed another dato, and the overflow undermined the abutments. The bridge was only 20 feet span. The wounded, mostly emigrants, have been sent to the hospital in Providence. The engineer died at his post with his hand on the throttle valve. There will be no further interruption to travel.

MURDER ATTEMPTED BY GAMBLERS. Herschel Mendelbaum of No. 23 Avenue C,

entered the fare-bank of "Butch" Barciay, at No. 40 Bowery, on the night of April 16, and there, as he af-Jonas Holstrom, who was a passenger in the fourth car of the train, gives the following:

arose in regard to the payment of "checks," and he was assaulted by all the gamblers. His assallants dragged him nto a room back of that where the gambling table was kept, and after throwing him on the floor, beat and kicked him about the body and head in a horrible man,

persons living in the neighborhood, who, however, were ot able to trace the shouts to the gamblers' room. at last became insensible. Alarmed at this sign of the severe injuries he had received, the gamblers hired a

A physician was summoned, who, upon examining Mr. Mendelbaum, found that his jaw was broken, and that he had received internal injuries of a very severe char acter. He regnined consciousness a few moments after he was brought home, and narrated the manner in which he had been injured. He then became uncon-scous, and has not yet been strong enough to speak. Capt. Kennedy of the Sixth Precinct was informed of the assault on Mendelbaum, and of the names of the scious, and has not yet been strong enough to speak Capt. Kennedy of the Sixth Precinct was informe the assault on Mendelbaum, and of the names of persons who had committed it. He arrested the Barelay, brother of the proprietor of the gaming last night, on a charge of having been one of the who attacked Mendelbaum. Two more of the assaul were arrested at a late hour last night.

BROOKLYN POLICEMEN ASSAULTED. The policemen of Brooklyn have learned by attempt the arrest of the ruffians who infest the lower portion of the Fifth Ward, and there was another proof of the fact furnished yesterday. About 11:30 a. m., Of-ficer Spelman attempted to arrest Edward Murphy, age 25, who was making a disturbance in Hudson-ave., between Johnson-st. and Myrtie-ave. The rowdy made a desperate resistance and succeeded in wrenching the officer's club from his hand. Officer Friel of the same precinct was signaled for, and at once went to the assistance of his comrade, who was surrounded by a large crowd of Murphy's associates and attacked with clubs and stones. Friel jumped bravely into the crowd with his drawn club, and tried to seize Murphy, but he had his drawn club, and tried to seek and the gang struck him a terrible blow upon the head with some heavy weapon, felling him to the sidewalk. The crowd gathered about the prostrate officer, tore off his shield, and severely kicked him about the head and body. Officer Speiman was obliged to fee for his life. A squad of men were at once sent after the gang. Officer Friel was conveyed to the Station-house on a stretcher. His figuries are of a very serious nature. Most of the low saloens in Hudson-ave, and Tilliary-st. were searched by the policemen, and Murphy was finally found in Robert Cuillin's den at Hudson-ave, andfillary-st, but he fought the officers in the most savage manner, and the united efforts of four men were required to arrest him. He was conveyed to the Station-house in a Greenpoint car which was followed by an immense crowd of men, women and children: and several times stones were thrown at the captors. Murphy was placed in a cell, and will be arraigned before Justice Kiley this morning. Later in the day Capt. Campbell and a squad of officers arrested John Kilmead, age 22, Richard Harris, age 20, and Edward Scott, sge 18, who are known to have been engaged in the attack on Officer Friei. They were also locked up. scarcely done so before another of the gang struck

DESTRUCTIVE FIRE AT CANASTOTA, NEW-YORK. UTICA, April 20 .- A special dispatch to The Utien Herald from Canasteta, to-day, says a destructive fire visited that village last evening, laying waste a large portion of the business part of the town. The fire was discovered about 9 o'clock in the evening in the hayloft of the barn attached to the Pratt House. The flames

loft of the barn attached to the Pratt House. The flames spread rapidly, communicating from the barn with the hotel, which was totally destroyed. A number of boarders at the hotel bost nearly all they peacessed in the way of clothing and furniture.

The Post-Office, Van Alistine's grocery, Haines's saloon, the Atlantic and Pacific telegraph office, C. J. Naah's harness shop, Dr. Adam's medicine office, Richardson's furniture store, Phana's hardware store, the Canastona Bank building and fixtures, Lewis Sauter's residence and block of buildings, F. W. Docittle's brick block and two other buildings, Hiram Lewis's residence. Thirl's barber-shop, H. Pheip's saloon, house and furni-

SAN SALVADOR DESTROYED.

THE CENTRAL AMERICAN EARTHQUAKES. BUT ONE HOUSE IN SAN SALVADOR UNINJURED-THE SURBOUNDING COUNTRY DEVASTATED-LOSS OF PROPERTY, PIVE MILLIONS-FIFTY PERSONS OF TERROR.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.] SAN SALVADOR, March 23 .- Within the past flicting series of columities it has experienced since the destruction of the Capital in 1866. The chief city again lies in ruins, and most of the outlying towns and villages within a distance of 20 miles have suffered serious injury if not entire devastation. Another of the great convulsions to which the region has been periodically subject fatal insecurity of the site which the authorities persist in maintaining for their seat of government, by rendering 40,000 people absolutely hemeless, depriving vast masses of all their ordinary means of subsistence, inflicting material losses which are estimated at not less than five millions of dollars, and causing a painful, though, owing to fortunate circumstances, not an extensive sacrifice of human life.

city of earthquakes. Previous to this last calamity, it had been eight times overthrown, and on many other occasions so shattered that its reconstruction has seemed like a willful defiance of natural laws which have been established by repeated demonstrations. Perhaps no other place affords such definite and perpetual evidence of the existence of uncontrolled forces which may at any moment break out in wild disturbance. It is encircled by volcanoes, and the dangerous nature of the sell is shown by the fact that violent blows, or the rapid passages of horses over the surface, at any time, are folthe silence of the night a strange murmuring sound, like that of the bubbling of heated water, is almost always pear more acute than those of human beings, are frequently excited to manifestations of alarm, which in ne cases serve as valuable warnings. In the early part of the present mouth an unusual indication of this cattle in the neighborhood not only showed extreme un and ran eagerly about, as if seeking safety. Herds of mules stampeded in confusion, and startled the inhabitants with the expectation of some untoward event About 2 o'clock on the morning of the 4th, a succession of sharp earthquake shocks drove everybody into the streets, but it was found, upon examination by daylight, that no disasters of a serious character bad occurred within the city. Though the walls of many houses were cracked, only a few were actually leveled. Some of the severely, but the general effect was only such as to produce a feeling of anxiety for the future and to compel a degree of watchfulness and caution to which the tremely moderate subsequent loss of life may happily be appeared to be felt in every quarter. Great numbers of the citizens, in fact all who were able to do so, removed their families and household goods beyond the limits of the city. Many sought refuge at considerable distances, and I am informed that the United States Minister, Mr. Biddle, not recognizing at first the exigency of the case, and neglecting to provide himself at once with the means of transportation, was obliged, with his family, to proceed on foot for a distance of several miles. Those who remained in the capital, for the most part, encamped in tents in the public square or similar open spaces, and the houses were, to a great extent, deserted. It is stated by persons who carefully watched the progress of the phenomenon that fifty-two distinct movements were counted within eight hours after 2 o'clock in the morning of the 4th. For fifteen days subsequently all was comparatively tranquil, ai-th-marking of the public remained unalityed, and certain signs, familiar to the experienced, gave testimony that additional and possibly greater peril was to be apprehended.

On the morning of the 19th, at nearly the same hour as that when the first shocks were felt, the catastrophe came. Two vibrations of considerable sharpness aroused the populace, and presently a third movement, or series of movements, began, the length and violence of which were unprecedented in the memory of all who endured them. It is impossible to describe the terror which for a few moments held the entire community under its conrol. The angry subterranean crash and roar, the sickening jar and swell of the earth's surface, the appalling chaos of tumbling ruins, and the outeries of angitrepidation that arose from the wounded or the timersome degree of composure into a torture of bewilderment and dread. The darkness intensified the horrers ent. The ser calomity was aggravated by the universal uncertainty as to the impending results. Few were venturesome enough to stir from the positions in which they had fixed themselves for the night, for it was at least known that the extent of the fissures could not at once be discovered, was a danger especially to be avoided in the ob scurity. The last thrill was thrown over the strickenpopulace by sudden fires, which shot up in various quarers and cast a lurid glow upon the sky, though not sufficiently ithuninating it to render any general movement practicable. By some extraordinary processes of communication, which are said to be not uncommon on similar occasions of intense public alarm, rapid intell gence of many of the most startling incidents of the vis itation-often distorted and exaggerated, but on the whole sufficiently well based in fact-was circulated long before dawn; and as light gradually broke upon the ruined city, hardly an individual among the anxious and excited multitude was unprepared to meet the scene

of dreary desolation that came in view. The City of San Salvador had ceased to exist. Its site was covered with masses of ugly and shapeless ruins, with only a few fragments standing in isolated spots to mark the locality of what had been its most conspi edifices. The lines of the streets were almost undistinguishable. Only a single house is known to have escaped without serious injury of any kind, and this was a oden dwelling. Most of the buildings were of adobe, and a few, such as the Government establishments, were partly of stone. None of these was spared. The chief hotel of the place, the principal official department and an unimposing ecclesiastical institution suffered a little less severely than the rest, but only the latter of these remained at all habitable. It was immediately taken and occupied by the Government authorities. San Salvador was never distinguished by anything like majesty of appearance. Like all Central American towns, it was always in a condition of partial dilapidation, at least to foreign eyes, but it would hardly have seemed possible that the most furious of convulsions could have turned it into such a picture of dire wreteliedness and desolation as it offered on that gloomy morning. No one would have suspected that it possessed capacities for such a display of utter overthrow and irremediable confusion. It is not in the nature of such a city to be picturesque, even in destruction; but it was pittably de the inhabitants the effect must have been afflicting and appalling. I have mentioned that the remains of only the most familiar edifices were clearly distinguishable. The cathedral, which was in some respects the most notable structure that the capital contained, was strangely rent and shivered. Its spire, as it happened, was thrown only half over, and one of its bells had been turned upside down by the upheaval of the earth, in which position it remained. The residences of foreign representatives had disappeared with the others, and I believe that from that of the U. S. Minister nothing whatever was saved. Conflagrations were not infrequent, but they caused little damage from the fact that nothing was left for them to feed upon. A great deal of praiseworthy vigor was shown authorities in endeavoring to maintain order ring the excitements of the morning of the 19th, and certain necessary movements, such as the withdrawing of the occupants of the jail-that is, such as had escaped with their lives-to a place of proper security at Cojutepec, were promptly and effectively executed. Some of the public decrees, however, are sharply criticised. One authorizing all persons to shoot robbers or other depredators was of very questionable expediency, the free use of powder and ball being thus conferred upon all classes, and liable to any amount of abuse. The constant discharges of musketry, at one period,

was received with great dissatisfaction, and great p bers of the former inhabitants are open in their deter mination to remove to what they believe to be a safer

region. The little town of Santa Tecla, aithough quite within the range of the present devastation, appears to have been chosen as a temporary refuge for thousands many of whom declare their intention of permanently settling there. The Government offers extraordinary persuasions in its desire to convince the people of the expediency of returning to the old locality, and has undertaken to supply 1,000 wooden houses, orders for the construction of which have already been sent to Call fornia. The spirit of the Administration is apparent ! the following proclamation, which was the day before

the following proclamation, which was the day before presterday issued by President Gonzalez:

Fellow-citizens: A frightful catastrophe has come to surprise us in the midst of the increasing prosperity of which we were in the enjoyment, under the shade of peace and dedication to industry. The rich and floatishing capital of Salvador his been converted in a moment into a mass of ruins by an irresistible effort of Nalure. In the midst of this deplorable scene, you will find me fulfilling my duties as Governor, citizen and solfier, because as such I belong to the country before my family. In such an unfortunate situation I have endeavored to lessen the common misfortunes, maintaining undismayed unful order and morality by the vigilant use of the power I exercise, which without of the streat interests of society. Determined to sacrifical myself as much as I could, in order to ameliorate as far as possible the effects of the common misfortune which falls heavily on the victims of this cataclysm, I have brought to bear all the energy which I possess, asking from the Father of all, strength and noncouragement coinspire, by means of example, reasignation and truthfulness in all those who suffer. I am here decided on burying myself under the ruins of a city which I so much loved, because the voice of duty and patriolism calls on me to do so. Accastomed to danger, I will never shrink from exponting myself to it when for the good of my feliow-citizens. As Chief of the Republicit is imperatively my duty to remain in this center, where the elements of government are chiefly to be found, and to fundit hamission of repairing, as far as possible, the disastery caused by the national calamity that has befallen as. Misfortunes which come to men and clies are painful proofs of a purification which dignifes and makes them great when they know how to interpret the lesson that Providence flux teaches them. Morality and industry, resignation and courage are what we now stand in need of, more than ever, in order to continue in the pat

If this somewhat florid and figurative effusion bas not proved whelly effective in securing the immediate approbation of the people to the project for rebuilding the city, it has excited a sort of complimentary rejoinder from a number of foreign residents and visitors, which published to-day, as follows:

is published to-day, as follows:

We, the undersigned foreigners in this city, desire to express hereby our admiration of the intrepidity, calmess, and efficiency with which, amid the peril and confusion of the continuing temblares, the President of the Republic, Frield Marshal Santiago Gonzalez, has fudiled his whole duty, conserving the public selecty, tranquillity, and order, by the exercise of courace, firmness, and prudence, in which we recognize the highest qualities of administrative ability. Signed by Thomas Biddle, Minister Resident, U. S.; W. E. Kennedy, Commander R. N., H. M. S. Reindeer; W. M. Blair, British Vice Consul; John Monfat, Robert Craik, J. Morris Duke, U. S. Consul; A. V. Smyth, R. N., H. M. S. Reindeer; John W. N. Davey, H. M. S. Reindeer; M. Moreno, B. Curazo, L. Duke, Will. S. R. Taylor, B. P. Lewis, J. Magee, Solomon Michael, Simon Stein, J. Schonenberg, Imp. Consul for Austra, Ungria; Maurice Moyer, P. Bogen, E. Bogen, and J. Hocking.

San Salvador, March 22, 1873.

These gentlemen are undoubtedly sincere in their expressions of admiration, and there can be no question of he President's energy and well-intentioned effort in the harassing emergency. He has not, to be sure, up to the present time, buried himself under any ruine, but is encamped, in military style, upon the open plaza, whence he issues such orders and directs such opera-tions as are deemed essential to the public welfare. Mr. Biddle, United States Minister, is a guest of Mr. Francis Bogen, at his finea of Monte Cristo, some ten or twelve miles from San Salvador-which estate, by the by, was damaged to the extent of \$30,000. Quite a number of visitors has arrived since the event, among them Capt. Kennedy of H. M. steamship Reindeer, lying at La Union, who hastened to offer whatever assistance—in surgical or other ways—nis ship could bestow. Ready practical aid has been contributed to a considerable ex-tent by the inhabitants of neighboring districts, San money and a large quantity of provisions. There has not, however, been any distressing scarcity of food, nor is there likely to be. The present apprehension appears to be of disease, in case large numbers remain in the neighborhood, inasmuch as many dead bodies, of humar beings and animals, lie beneath the debris and cannot be removed; in addition to which, the entire sewage of the vicinity is broken up or interrupted.

The effects of the earthquake on the surrounding country are not yet fully known. The towns of Santa fecia, Soyopango, San Tomas and Ropango are all partially destroyed. Santa Ana and Sonsonate are, so far as is known, uninjured. At a certain pass on the Guaramal road, about 18 miles from San Salvador, the way is blocked by huge rocks of 100 tons weight, which were ed down from the mountain sides. heried down from the mountain sides. Inc greatest immount of violence, though not the most serious in the consequences, is said to have been felt around the old voicane of St. Torman, twelve miles from the city, from which it is supposed that the co-valision originated at that place. Of the villages recently clustered around this accelvity hardly a vestige is said to remain. At La this accivity hardly a vestice is said to remain. At L.
Libertad, the scaport of San Salvador, 25 mires distan
the shock was forcibly felt, thouch, as it singularl
happens, not as severally as that on the 4th instant. On
of the most remarkable circumstances connected, wit
the phenomena is the fact that, at the exact hour of th
heaviest shock, the Pacific Mail steamship Winchests
just their energing the Nicaraguan port of Corinto, at
distance of 125 miles, was lifted by a sudden wave I
such a manuscraft which their inexplicable occurrence, th nce of 125 mRes, was lifted by a sudden wave it a symmer as to stop the working of the engines, it squence of which then inexplicable occurrence, the mander Capt. Searle, caused the machinery to be seed and the ship to be moved unexward a consider-space from the shore, until he was finally assured

reversed and the ship to be moved backward a considerable space from the shore, until he was finally assured that no danger awaited him.

If to the present time it is impossible to estimate with accuracy the number of human victims of this cathstrophe. The warning aritations of the 4th inst. had, as I have mentioned, kept the people constantly on the alert, and comparatively few were within dears on the morning of the 12th. The two preliminary sheeks of that day further admonshed all who could do so to seek places of safety. For these reasons it is hoped and believed that the list of killed will be small. Less than 50 dead bodies have thus far been found, and there seems good reason to suppose that the wounded, in various ways, will be less than 50. But there are very few facilities for collecting details upon these points, and the whole will probably not be known for some time to come. Moreover, these figures apply only to the capital itself. Of the calamities in the suburbs, and, indeed, within a radius of 40 miles, over the whole of which the earthquake is known to have extended, we have not even an approximate idea. But enough is known to establish that this has been by far the most destructive visitation in its effects upon property that Central Americaphas yet endured. It is the heaviest misfortune that has ever befallen the Republic of san salvador, but whether others, heavier still, may not be in store for it, depends in some degree upon the question whether a situation which a score of deplorable disasters has proved to be unlemble, shall be obstinately adhered to for the permanent seat of government.

WASHINGTON, April 20, 1873. After the 30th of June quarterly prepayments of postage will be required, under the act of March 3, on all newspaper exchanges, country newspapers, and mail subscriptions at the following rates: Five cents per subscriptions at the following rates: Five cents per quarter for weekly newspapers, 38 cents for papers pub-lished six times a week, and 35 cents for daily papers. Prepayment per quarter or for a year may be made at either the office where mailed or where deliv-ered. A penaity for each offense, after notification by the Postmaster-General, will be imposed upon all pub-lishers sending papers to persons not subscribers with-out prepayment of postage, but all persons or journals paying postage on newspapers received as exchanges will be regarded as subscribers within the meaning of the law.

It was said at the Navy Department, yesterday, that in advertisement for bids for furnishing boilers and other machinery for the new sloops of war would be soon issued. Specifications for the work have already been made, and as soon as they have been approved by the Secretary of the Navy bids will be invited. Con-tractors will be allowed to send in their own plans, which will be examined by the Department.

SECRETARY BOUTWELL ON PHELPS, DODGE & CO.

Senator Boutwell emphatically contradicts the statement of Pheips, Dodge & Co. that they were in-nocent of the charges of fraudulent invoices, and that the sum of \$271,000 was forced out of them by way of a the sum of \$21,300 was forced out of them by way of a compromise in their recent difficulty with the department. When the charges of fraud were breught assanst that firm, the filed a statement at the Treasury asserting their in... cence, and offering to pay the \$21,000. Mr. Boutwell, who was then Secretary of the Treasury, declined to receive the money, and notified to the firm that the courts were open, and if they were innecent of the charges they should go into court and prove their innocence. Upon this notification they withdrew the assertion of their innocence, and it was then that their offer to compromise was entertained. The Department in no case accepts money of any party charged who claims to be innocent, being allowed by law to compromise with offenders only after suit is admitted; and it was on this distinct understanding that the compromise with Photps, Dedice & Co. was made.

Never while Mr. Boutwell was at the head of the Treasury Department was any compromise made with persons who claimed to be innocent. it is impossible to say, at present, how many persons may not have been slaughtered in this manner—some of them, undoubtedly, more innocent than their assailants. The notification that the city

GENERAL FOREIGN NEWS.

THE WAR IN SUMATRA. BETREAT OF THE DUTCH TO THE SEA-COAST-THEIR SITUATION SERIOUS. LONDON, April 20, 1873.

A dispatch from Penang, Straits of Malacea, lated to-day, says: The latest news from Sumaira is that the Dutch forces have retreated to the sea-beach where they have intrenched themselves behind stock ades. It is doubtful whether they can held their posttion there long, as they are vastly outnumbered by the The losses of the Dutch in killed and wounded since the beginning of the rebellion are estimated at sec; the Atcheenese are unknown, but must be very heavy.

THE INSURRECTION IN SPAIN. INTERRUPTION OF RAILROAD COMMUNICATIONS-

MUTINY OF VOLUNTEERS IN MALAGA. MADRID, Saturday, April 19, 1872.

Roving bands of Carlists in the northern provinces continue to stop railway trains and rot the passengers. The force of Carlists under Subatto has passed through Ripoll, in Gerona, closely pursued by a

France, at the request of the Government of Spain, ms given permission for the passage through French territory of a quantity of rifles and ammunition destined for the Spanish forces at Puigeerda. The volunteers in Maiaga mutinied vesterday, and re-

fused to obey any orders from their officers. Great excitement prevailed in the city. The leaders in the ebellious demonstration were finally arrested and imprisoned, when order was restored. PERPIGNAN, April 20, 1873.

The Carlists last week stopped a diligence in the Prov The library and cubinets of physics and chemistry be

mob last week.

The Federal Republicans continue to rule the city of Barcelons. They make requisitions on the wealthy estitens on the slightest pretext. The volunteers yesterday nerounded the Church of Maria del Mar on suspicion Church was carefully searched, but nothing was found to confirm the suspicious.

THE CONDITION OF THE POPE. ANOTHER BUMOR OF HIS DEATH,

OTTAWA, Ont., April 19 .- A private dispatch has been received here to-day, saying that the Pope died on Monday last, but that the fact had been kept secret to avoid public agitation respecting his successor until the matter should have been decided in Rome. AUDIENCE GIVEN TO A PETER'S PENCE DEPUTATION.

The Pope rose at 71 o'clock this morning, and said mass in his private chapel. He subsequently gave audience to a deputation bringing Peter's pence.

THE SHAH OF PERSIA. HIS DEPARTURE FROM TERERAN-DEMONSTRATIONS FROM THE POPULACE.

TEHERAN, Saturday, April 19, 1873. The Shah left the capital to-day for Europe. The whole population flocked into the streets to witness his departure, and His Majesty received a most touching farewell from 80,000 of his loyal subjects.

THREATENED MASSACRE OF CHRISTIANS IN BOSNIA.

BELGRADE, April 20, 1973. The Mohammedan fanatics in Bosnia plotted a general massacre of Christians to-day, during the ob-servance of the orthodox Easter. The authorines were informed in time of the plot, and extensive military precautions were taken, which prevented it from being cathed and all evening, report that no outbreak has occurred, and all is quiet throughout the province.

REPORTED DEFEAT OF CUBAN INSURGENTS. HAVANA, April 17 .- An official telegram announces the defeat of the insurgent band of Cahxto Garcia, on the 15th, by the Spanish troops. Gen. Riquelme states that 21 insurgents and four Spaniards were killed, and 13 Spaniards wounded.

REVOLUTION IN PANAMA. PRESIDENT NEIRA DEPOSED BY A CORREOSO PAGE

TION-DEMASO CERVERA PROVISIONAL PRESI-DENT. PANAMA, April 11.-A revolution took place

here on the morning of the 5th inst., headed by Senor Aizpura, the commander of the State troops, and halfbrother of ex-President Correoso. The revolution began Demaso Cervera, former Prefecto of Aspinwall, as Provisional President. Cervera is also a relative of Correese. The revolutionists entered the city and arrested President Neira in the Government House, without opposition. It was known the evening before that the evolution would take place, and word to that effect was ent to the interior departments by the steamer Montija On the evening of the 5th a collision took place be

tween the National and State troops, arising from the demand made by Col. Vegel of the National forces for the custody of President Neira. One of each faction was killed. Cervera has issued his proclamation as Presitent, backed by the State troops. Neira, who is in cus tody of the National troops, proclaims himself President. Correcce, now Colombian Minister to Central America, esides in Chica. He returns on the 14th to Panama, when no doubt a general election will be held, and he

RECIPROCITY WITH THE SANDWICH ISLANDS. SAN FRANCISCO, Cal., April 20 .- The bark

Kate, with Honolulu dates of April 2, has arrived here. The question of Reciprocity agitated all circles. The Press suggests that the United States agree to a treaty never to encroach upon the independence of the king-FOREIGN NOTES.

The railway between Constantinople and Adrianopic has been completed, and trains are now run-ning between the two cities. The United States steamer of war Richmond

arrived at Kingston, Jamaica, on the 2d of April, from Key West and Santo Domingo, for coal. She was bound for Port-au-Prince, but a telegram from the United States Counsul at Santiago de Cuba took her there in haste. The American brig Frank E. Allen, from

Philadelphia in 12 days for Trinidad, struck on Cobier's

Reef, off Barbadoes, on the 24th of March, and has since broken up. Only \$4,000 worth of the cargo was saved. The cook and a seaman were drowned in an attempt to swim ashore. Prince Albrecht, mephew of the Emperor of Germany, was married on Saturday to Princess Mary of

Saxe-Altenburg. The ceremony was of a grand character. In the evening the bridal couple were escorted from the White Hall to the nuptial chamber by a terch-A British schooner called the Village Bride,

belonging to the port of Kingston, Jamaica, asked permission on the 29th March to put into Port Antonio for food and water, but having arms and ammunition on board, with some Cubane. she was lumediately select by the Custon-house authorities. It is said she is owiced by the Peruviau Consul in this island, and that she re-ports to him as Consul. A Spanish steamer of war is here looking after the law of the case.

The Governor of Jamaica has been advised to appoint a court of inquiry into the loss of the British bark Bina of Glasgow, on the 15th March last, off Pium

The Emperor of Austria has invited all the sovereigns to be his guests during the Vicuna Exhibi Germany, who are patrons of the British and German Exhibitions, will be present at the opening on the 1st of May. There was some prospect of the Hereditary Grand Duke of Russia being likewise present; but according to the last drangements, he is to arrive with the Carr at the beginning of June. The German Emperor has announced his arrival for the end of June.